



Chicago Metropolitan  
Agency for Planning

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# Annual Report

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## Fiscal Year 2007



# FY07 Members of the CMAP Board

## **Executive Committee**

Gerald Bennett, chair  
Rita Athas, vice chair  
Mike Smith, vice chair  
Elliott Hartstein, at-large member  
Al Larson, at-large member  
Nigel Telman, at-large member

## **City of Chicago Appointments**

Rita Athas, City of Chicago  
Frank Beal, Chicago Metropolis 2020  
Raul Raymundo, Resurrection Project  
André Rice, Muller and Monroe Asset Management  
Nigel Telman, Sidley Austin Brown & Wood law firm

## **Cook County Appointments**

Gerald Bennett, Palos Hills (representing Southwest Cook)  
Anthony Calderone, Forest Park (West Central Cook)  
Zenovia Evans, Riverdale (South Cook)  
Calvin Jordan, Rich Township (Cook)  
Al Larson, Schaumburg (Northwest Cook)

## **Collar County Appointments**

Elliott Hartstein, Buffalo Grove (Lake)  
Marilyn Michelini, Montgomery (Kane/Kendall)  
Dan Shea, McHenry County (McHenry)  
Mike Smith, New Lenox (Will)  
Rae Rupp Srch, Villa Park (DuPage)

## **Agency Representatives (non-voting members)**

Stephen Schlickman, Regional Transportation Authority (CATS)  
Ed Paesel, South Suburban Mayors and Managers Association (NIPC)

# FY07 Members of the MPO Policy Committee

## **Municipal Government Appointees**

Luann Hamilton, Chicago Department of Transportation

Jeff Schielke, City of Batavia (representing the Council of Mayors)

## **County Appointees**

Martin Buehler, Lake County

Tom Cuculich, DuPage County

Robert Davidson, Jr., Kendall County

Rupert Graham, Jr., Cook County

Kenneth Koehler, McHenry County

Karen McConnaughay, Kane County

Lawrence Walsh, Will County

## **Federal Agency Appointees (non-voting members)**

Marisol Simon, Federal Transit Administration

Norm Stoner, Federal Highway Administration

## **Regional Agency Appointees**

Rita Athas, City of Chicago (CMAP)

TBD, CMAP

Steve Schlickman, Regional Transportation Authority

## **State Agency Appointee**

Milton Sees, Illinois Department of Transportation

## **Operating Agency Appointees**

Paul Fish, Chicago Transit Authority

Richard Kwasneski, PACE

John McCarthy, Continental Airport Express (Private Providers)

Phillip Pagano, Metra

Michael Payette, Union Pacific (Class 1 Railroads)

Rocco Zuccherro, Illinois State Toll Highway Authority

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## Introduction

With Fiscal Year 2007, the Chicago Metropolitan Agency for Planning (CMAP) completed its first full year of existence as the region's official agency for comprehensive planning of land use and transportation. This was a transitional period due to the extensive work of consolidating two organizations -- the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) -- that had formerly been responsible for, respectively, transportation and land-use planning.

Despite the CMAP Board's and staff's necessary preoccupation with that merger, other important work was conducted throughout FY07. This first CMAP annual report comes exactly one year after the Board's *Strategic Report on Visioning, Governance, and Funding* to the Governor and General Assembly, which set forth the new organization's priorities and fulfilled a major requirement of the original Regional Planning Act. That report set the tone for important legislative and policy initiatives that culminated with passage in Spring 2007 of Senate Bill 1201, described in the Legislative section of this annual report.

These and other FY07 successes are detailed below. The new organization got off to a fast start, renaming itself as CMAP instead of the more-generic "Regional Planning Board." CMAP hosted a pair of major summits that laid the groundwork for future activities in economic and community development and in the balance of jobs, housing, and transportation. Significant progress was made on issues of governance, with a new committee structure that took effect in FY07. CMAP began a three-year study of regional water supply issues that is a model for the rest of Illinois. An extensive Travel Tracker Survey will provide insights into residents' commute and other transportation patterns. And CMAP began an on-going series of Regional Snapshot reports that will summarize and analyze the most pressing challenges that can be addressed through comprehensive planning.

Among the past fiscal year's most important milestones was the creation of CMAP's first budget and work plan, both for FY08. Those followed extensive administrative improvements that led to a full consolidation of former CATS and NIPC staff, who officially became CMAP employees during FY07. The separate organizations' computer networks were merged into a single one, along with many other IT advances.

All of these important activities will be the groundwork for CMAP's 2040 Regional Comprehensive Plan, the region's first to fully integrate planning for land use and transportation. That will be the Board's and staff's great endeavor in the next several years, leading to publication in 2010. The plan will shape metropolitan Chicago for decades to come and will require the same passion and commitment across the region that led to the formation and early successes of CMAP itself.

## **Strategic Report to the Governor and General Assembly**

The *Strategic Report on Visioning, Governance, and Funding* was approved by the CMAP Board on August 30 and submitted to Governor Blagojevich and the Illinois General Assembly on September 1, 2006. It represented a significant milestone for the new agency, which had held its first meeting less than a year before.

The report described CMAP's regional vision for addressing the significant challenges that face Metropolitan Chicago. The agency's mission and strategic direction are defined in the report, along with goals for each of the seven following focus areas: Research and Analysis, Land Use, Transportation, Economic and Community Development, Environment and Natural Resources, Housing, Human Services.

Implementation of the Regional Planning Act was a major focus of the strategic report, which addressed issues of governance, staff transition, and organizational structure. Equally important were preliminary strategies for securing the stable, adequate funding that will be essential for the new organization to succeed. The report described CMAP's current sources of funding and potential sources of new funding. Finally, near-term priorities of the CMAP Board were described in the strategic report.

As stated in the report, the CMAP Board's vision is to provide the framework that will connect our region's land use to its transportation systems, preserve its environment, and sustain its economic prosperity. For CMAP to be influential, we must return to the roots of our merged agencies. The new organization needs to provide information, analysis, and research about key planning issues; these were CATS and NIPC strengths for many decades.

CMAP seeks to be an agent for fundamentally changing the way planning occurs in Illinois. The report describes why it is vitally important to break down barriers that often have artificially separated traditional planning functions that should naturally intersect. This integrated approach will incorporate continual input from the region's leaders and residents, whose buy-in will be essential. CMAP will carefully identify and promote regional priorities and work with our local, county, state, and national partners to ensure that those objectives are met.

CMAP cannot achieve its vision alone, nor succeed with a top-down approach. The strategic report emphasizes that our agency will strengthen communication, cooperation, and partnerships to make the vision a reality. Some of our partners include: the Metropolitan Mayors Caucus; the councils of government; advocacy organizations such as the Metropolitan Planning Council, Chicago Metropolis 2020, the Center for Neighborhood Technology, the Openlands Project, and Chicago Wilderness; business groups; and many other partners. To ensure that northeastern Illinois will remain a world-class place to live, work, and play, CMAP works with these groups and others to address the real issues that face our communities.

## Staff

The staff of CMAP is responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. CMAP staff will carry out the transportation planning and programming activities as described in the annual Unified Work Program and approved by the CMAP board and the MPO Policy Committee. Staff will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of those matters designated by federal law as within the MPO's purview. NIPC and CATS, the two agencies that had respectively been responsible for the planning of transportation and land use, are now fully consolidated within CMAP.

Although the basic administration for NIPC and CATS was consolidated into the new CMAP organization as of July 1, 2006, the merger process has continued throughout the current fiscal year. For example, all CATS employees were offered employment with CMAP effective January 1, 2007, but technically the transfer of all employees from CATS and NIPC was not complete until July 1, 2007.

At the beginning of FY07, the staff were organized according to the following groups, each of which reported to a separate deputy executive director: Planning; Programming and Operations; Economic and Community Development; Research and Analysis; and Finance and Administration. This approach reflects a desire to avoid stovepiping staff functions. Instead, a matrix management approach ensures effective collaboration across focus areas. Staff titles were also streamlined, creating a compact list of classifications that clearly designate roles and paths for advancement.

Continuous effort has been made to implement a cross-functional management structure that further streamlines the agency's operations. The intent is to organize the staff for maximum flexibility in addressing project tasks, which allows the creation of agile teams rather than segregated departments. By creating greater efficiency in the agency's business functions, CMAP is focusing more resources on improving its technical, research, and outreach capabilities for the region's greater benefit.

To fully consolidate the staffs of CATS and NIPC, a benefits package was developed to protect current employees and make the organization more attractive to prospective employees. It was determined that the retirement system that best fits the agency's needs is the Illinois Municipal Retirement Fund system, although former CATS employees will have the option of remaining in the State Employees Retirement System. A comprehensive package of medical and dental benefits was put in place, as was an equitable structure for annual, holiday, personal, and sick leave. Following an extensive compensation review, management announced a new evaluation system to reward productivity of individual staff members.

As a new governmental organization, CMAP administrative staff developed new policies and procedures to guide agency operations. The policies and procedures in place at NIPC and CATS were reviewed, as were current best practices. The following policies and

procedures were presented and adopted by the CMAP Board at their meeting on April 11, 2007. These policies and procedures are now in effect for all CMAP personnel.

- Personnel Handbook
- Accounting
- Purchasing
- Grants and Contracts
- Travel
- Information Technology
- Ethics

## **Governance**

CMAP has established a four-level committee structure: **Policy Level** (CMAP Board and Executive Committee, MPO Policy Committee), **Advisory Level** (Citizens' Advisory Committee, Council of Mayors, Counties), **Coordinating Level** (Planning Committee, Programming Committee), **Working Level** (Economic and Community Development Committee, Environment and Natural Resources Committee, Housing Committee, Human Services Committee, Land Use Committee, Transportation Committee). Lists of committee members are appended at the conclusion of this annual report. See <http://www.chicagoareaplanning.org/committees/> for current and archived committee materials, including meeting minutes. Members of the CMAP Board and MPO Policy Committee are listed at the front of this annual report; members of other committees are listed at the back of the report.

At the policy level, the CMAP Board and the MPO Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee, the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the MPO Policy Committee, while at the same time serve as a municipal advisory body to the CMAP Board. The Work Program Committee, serving as the Transportation Committee for CMAP, will also continue its current reporting relationship to the Policy Committee.

The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Planning and Programming. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair of the Transportation Committee will each serve on one of the coordinating committees.

Recognizing the need for effective communication between the CMAP Board and the MPO Policy Committee, the original Regional Planning Act of 2005 established a non-voting position for the Policy Committee on the new regional planning board. To ensure policy level communication between the signatory bodies, two designated members from the CMAP Board have been added to the MPO Policy Committee.

As called for in the Regional Planning Act of 2005, CMAP created a Citizens' Advisory Committee (<http://www.chicagoareaplanning.org/citizens/>), which met for the first time in FY07. The CAC was created to:

- Provide advisory input through the appropriate committee(s) to the CMAP Board on proposed regional plans and policies.
- Provide the CMAP Board with guidance that conveys residents' perspectives.
- Make recommendations regarding the CMAP Public Participation Plan.
- Provide feedback regarding the effectiveness of CMAP outreach and engagement strategies.
- Promote public awareness of CMAP plans and programs, encouraging participation by citizens and other interested parties.
- Assist in dissemination of public information and related materials.

## **Joint Memorandum of Understanding with MPO Policy Committee**

On March 14, 2007, the CMAP Board and the Policy Committee (the region's federally designated Metropolitan Planning Organization, or MPO) adopted a Memorandum of Understanding with regard to transportation planning and programming in Northeastern Illinois. The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation. This MOU will be reviewed on an annual basis.

The MOU states that both bodies recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirmed their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

By adopting this agreement, the CMAP Board and the Policy Committee committed to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process. The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. According to the MOU, both the CMAP Board and the

Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

As stated in the Regional Planning Act, the CMAP Board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

As stated in federal legislation, the Policy Committee (MPO), in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

## Legislation

In May 2007, the Illinois General Assembly passed Senate Bill 1201, which the Governor signed (with an amendatory veto as noted below, regarding the Facilities Planning Area process) on August 28, 2007. The bill reflected months of careful negotiation involving CMAP Board members, staff, and legislative partners. The Senate bill was sponsored by Senator Debbie Halvorson, after having been initiated in the House by Rep. Suzanne Bassi. In addition to some routine "housekeeping" provisions -- such as officially changing the name Regional Planning Board to Chicago Metropolitan Agency for Planning -- the bill also addresses the following matters, which are critically important for the new agency's success.

**Developments of Regional Importance.** SB 1201 includes a mandate for CMAP to create a process for reviewing what planners call "Developments of Regional Importance" or "DRI's." Certain major developments -- including but not restricted to major transportation projects -- have significant effects on the region as a whole. Other parts of the U.S. have such review mechanisms in place, including the State of Florida, the State of Vermont, and the Atlanta region.

Under these programs, projects are reviewed by a regional agency such as CMAP when they meet or exceed certain thresholds relating to size, purpose, or intensity of use. These agencies are responsible for giving the local government a report with findings and recommendations concerning the regional impacts of the proposed development.

Although local governments would have the final say in approving or denying a project, the regional agency's report would be critical to identifying broader potential benefits or drawbacks of the proposed development. CMAP is creating two committees to deal with the policy and technical aspects of establishing our DRI process.

**The Comprehensive Regional Planning Fund.** In addition to mandating the DRI process, SB 1201 provides necessary support for comprehensive planning in metropolitan and rural areas across the state. CMAP addresses a wide range of planning issues that are critical to our region's prosperity and livability. Too often, such issues are considered in isolation, or not at all. SB 1201 will promote comprehensive planning that considers these factors as an integrated whole, to the benefit of regions and communities

throughout Illinois. SB 1201 creates a \$5 million Comprehensive Regional Planning Fund that will help metropolitan Chicago and other regions take a long-term view to plan for more effective investment and development decisions. This will create stable, secure revenue source for comprehensive planning.

**The new Facilities Planning Area (FPA) process.** SB 1201 calls for the CMAP Board to create a Wastewater Committee with the responsibility of recommending directly to IEPA the appropriateness of proposed requests for modifications to the established boundaries of wastewater FPAs, as required under the federal Clean Water Act. The new CMAP Wastewater Committee will consist of the following members:

- Three members of the CMAP Board
- One member appointed by the President of the Metropolitan Water Reclamation District of Greater Chicago
- One member appointed by the President of the largest statewide association of wastewater agencies

The Governor's amendatory veto deleted SB 1201's language about creating the Wastewater Committee. See the section of this report titled "Other FY07 Work Plan Accomplishments" for more about the FPA process.

## Capital Program for Illinois

In a statement of principles ratified on December 11, 2006 (<http://chicagoareaplanning.org/docs/Files/capitalfunding.pdf>), the CMAP Board articulated its position on the necessity of a new capital program for the State of Illinois. Our region's and the state's economy literally depends upon the viability of transit, roads, wastewater treatment, open space, schools, and other badly needed infrastructure. The Board's recommendations for a capital program are to:

1. Make it Significant
2. Make it Comprehensive
3. Make the Project Selection Process Transparent and Results-Driven
4. Support it with New Revenue
5. Set Funds Aside for Planning

Funds are desperately needed just to maintain the current transportation system, which is necessary to protect people's mobility and the movement of goods essential to the region's prosperity. CMAP and its partners are committed to a transparent planning process whose goal is to ensure the most cost-effective use of public funds. As a region, we should not be approving projects that haven't undergone a rigorous review process that considers the broad priorities of northeastern Illinois as a whole.

On June 13, 2007, the CMAP Board passed a resolution (<http://tinyurl.com/23w6rg>) calling on Governor Blagojevich and the General Assembly to enable sufficient capital

and operating funds at the levels identified in the RTA's Moving Beyond Congestion plan. As the fiscal year ended, no such program had passed in the General Assembly, although supporters remain optimistic that one will be approved in time to avert planned "doomsday" measures, including service cuts and fare increases.

## **Regional Water Supply Planning**

In January 2006, Governor Blagojevich issued Executive Order 2006-1, calling for a statewide study of water-supply issues. CMAP has been commissioned by the State of Illinois Department of Natural Resources (DNR) to facilitate such a process for an 11-county planning area of northeastern Illinois. The plan is expected to be complete in mid-2009.

CMAP hosted an open forum in November 2006 to launch the three-year regional initiative, which covers Boone, Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, and Will counties. With 166 attendees, that event represented a critical first step toward creating a new Regional Water Supply Planning Group (RWSPG), which will be charged with making recommendations on water resource policies and plans.

Our region's economy and well-being depend on the availability of water. Lake Michigan is one of the world's largest fresh-water resources, but population forecasts indicate parts of the region may suffer water deficits in coming years. The RWSPG for northeastern Illinois will focus on the 11-county area's deep bedrock aquifer and the Fox River Basin's shallow bedrock aquifer.

Planning group members were picked in January 2007 by caucuses that represented each of the following stakeholder groups:

1. Municipalities and Municipal Water Suppliers
2. Counties
3. Agriculture
4. Business, Industry, and Power
5. Conservation and Resource Management
6. Environmental Advocacy
7. Academia and Public Interest in Regional Planning
8. Real Estate and Development
9. Wastewater Treatment and Non-municipal Water Suppliers

The RWSPG's mission is "to consider the future water supply needs of northeastern Illinois and develop plans and programs to guide future use that provide adequate and affordable water for all users, including support for economic development, agriculture and the protection of our natural ecosystems."

In addition to coordinating the RWSPG, CMAP will develop water-demand forecasts for the Illinois State Water Survey (ISWS) and work with the RWSPG to craft a plan that

includes implementation strategies. The ISWS will match water-demand forecasts with data on water supply to develop water-availability scenarios projected to the year 2050.

CMAP and the RWSPG will submit the resulting water-supply plan for consideration by the State of Illinois in 2009. The northeastern Illinois effort is one of two initial pilot studies commissioned by the State of Illinois. The other is being carried out by the Mahomet Aquifer Consortium in east-central Illinois. Over the next three years, the State of Illinois is expected to define a comprehensive program for state and regional water-supply planning, including development of standards for regional plans and guidance for regional planning processes.

See <http://chicagoareaplanning.org/watersupply/> for details of the water-supply study, including a list of RWSPG members, a CMAP brochure describing the statewide water-supply planning initiative, and other materials.

## **Innovation & Integration Summit**

On February 6, 2007, CMAP hosted a summit at the University of Illinois at Chicago on the economic impact of linking jobs, housing and transportation planning. The all-day event -- which sold out, with over 250 registered attendees -- featured national and local presenters, including keynote speaker Mike Moskow, president of the Federal Reserve Bank of Chicago.

The meeting was geared toward:

- Elected officials
- Policy advocates
- Transportation and land-use planners
- Developers
- Housing, labor, workforce, economic and community development practitioners

The event was part of CMAP's effort to break down barriers to examine the region's challenges as a whole, rather than in isolation. Speakers included CMAP Board chairman Mayor Gerald Bennett; Shelley Poticha, president and CEO of Reconnecting America; CMAP executive director Randy Blankenhorn; Steve Heminger, executive director, San Francisco Bay Area Transportation Commission; and Tom Weyandt, Director of Comprehensive Planning, Atlanta Regional Commission; and Mayor Gayle Smolinski, chair of the Metropolitan Mayors Caucus.

Throughout the summit, attendees were informed of other pressing issues related to jobs, housing, and transportation. For example, renters in the region spend a higher percentage of their income on housing than homeowners do, but the rate for homeowners is increasing faster than it is for renters. One result is that people on average are traveling farther to work. In 1970, only 13 percent of the region's residents lived and worked in

different counties. By 2000, this had increased to more than 25 percent, for a total of more than 1 million inter-county commuters. Many people can't afford to live near where they work, which increases commute times, transportation costs and pollution.

As Mr. Moskow stated in his keynote address, "If Chicago is to continue to stand out as one of the nation's leading cities and continue to expand its global role, it must function efficiently in its internal circulation of ideas, goods and -- the hallmark of great cities -- people." At the summit, residents and leaders from across metropolitan Chicago expressed their shared view that the most urgent challenges facing us are highly interconnected. CMAP is therefore taking a comprehensive approach to planning that considers the links between jobs, housing, transportation and other factors that shape the economy and quality of life.

See <http://www.chicagoareaplanning.org/innovation/> for meeting details, including a press release, agenda, slides, audio, and speaker biosketches.

## **Economic & Community Development Summit**

On August 17, 2006, CMAP hosted an economic development summit: "Working Together in the 21st Century." Due to the economic implications of CMAP's mission -- which includes oversight of critical infrastructure investments -- the new agency has been charged with engaging the business sector to help keep the region prosperous. Over 120 summit participants discussed the potential roles of CMAP as a regional agency in economic development planning. Registration was free, and the event was open to:

- Economic development practitioners
- Community development practitioners
- Transportation and land use planners
- Private businesses
- Public officials

CMAP hosted the summit to assess the region's need for coordination of efforts in economic and community development. Conference speakers included Joe DiJohn, director of the UIC Metropolitan Transportation Support Initiative; Bob Koepke, director of the Illinois Basic Economic Development Course; George Lofton, vice president of external affairs for Commonwealth Edison; Roxanne Nava, deputy director of the Illinois Department of Commerce and Economic Opportunity; Paul O'Connor, president of World Business Chicago; Jerry Roper, president of the Chicagoland Chamber of Commerce; Doug Whitley, president of the Illinois State Chamber of Commerce; and Randy Blankenhorn, CMAP executive director.

The summit coincided with release of the CMAP Board's draft Strategic Report on Visioning, Governance and Funding, which was subsequently submitted to the Governor and General Assembly on September 1, 2006. Summit attendees participated in roundtable discussions on the draft report, after which they were asked to provide written

comments. They were asked what CMAP's role should be in regional economic and community development. More than one-third of the respondents said CMAP should be the main resource for data and analysis related to economic development in the broader context of land use and transportation. Nearly one-quarter said the agency should act as advocate/liaison/coordinator for the region's economic-development organizations and practitioners to develop a common vision for the future.

Attendees were also asked what specific steps CMAP should take to preserve and enhance the region's prosperity. The consensus was that CMAP should identify underdeveloped areas and facilitate their development through partnerships with businesses and local governments. Their responses called for CMAP to identify geographic areas that require infrastructure development, playing the role of coordinating efforts of local governments and industry.

See <http://www.chicagoareaplanning.org/summit/> for other meeting details, including a news release, agenda, summary report, and other related documents.

## **Initiation of the 2040 Regional Comprehensive Plan**

In FY07, the CMAP Board voted unanimously to endorse the NIPC 2040 Regional Framework Plan and the CATS 2030 Regional Transportation Plan. Together, these plans will be the foundation of the agency's -- and the region's -- first truly comprehensive plan for land use and transportation. Scheduled for completion in 2010 to meet state and federal requirements, the comprehensive plan will establish a regional vision for the year 2040 and beyond, setting forth specific strategies for implementing that vision.

This all-encompassing task will dominate CMAP's work plan in coming years, drawing on the agency's full resources to create a plan for the 21<sup>st</sup> century. It truly must be "the Region's Plan," not just our agency's plan. Starting with a kickoff for Board and committee members and other partners on September 12, 2007, CMAP will organize a series of events this fall to articulate that vision, which must reflect the region's broadest and most pressing priorities.

The goals and objectives from the 2040 Regional Framework Plan and the 2030 Regional Transportation Plan serve as a starting point for the development of a regional vision, which will be a narrative document that describes the future characteristics of the region. Each of the six CMAP working committees has spent several meetings discussing the existing goals and objectives and distilling these into major themes that can be included in the regional vision.

CMAP has identified a number of potential implementation strategies that have been recommended in past planning documents, and is beginning a research process to study the effect that the implementation of these strategies would have. This research process will continue over the upcoming year.

As part of the comprehensive plan outreach, CMAP is asking residents of Cook, DuPage, Will, Kane, McHenry, Lake, and Kendall counties to use their cameras to capture what they value about the region. Submissions to the Images of Northeastern Illinois photo contest could be showcased in CMAP's plans and website. The contest will have five themes, with two winners for each theme and one overall winner. The themes are Diversity (people, places, culture), Community Vitality (transportation, livable communities, retail, neighborhood pride), Natural Environment (lakes, rivers, preserves, parks, sky, wildlife), Global Appeal (business centers, commerce, production, movement of goods, finance), and Architecture/Urban Design (plazas, buildings, neighborhoods, boulevards). See <http://www.chicagoareaplanning.org/photocontest/> for details.

The hundredth anniversary of Burnham's 1909 plan is just around the corner. With CMAP's plan nearing completion during the centennial, inevitable and daunting comparisons will be drawn. CMAP needs to help build on awareness of the Burnham centennial, then capitalize on that increased awareness to show the relevance today of effective planning. Because the only real measure of a plan's success is whether it gets implemented, our intent is to craft a bold plan that describes an ambitious but feasible view of the region's future.

## **Travel Tracker Survey**

In January 2007, CMAP launched Travel Tracker, a year-long survey of the region's residents to learn about travel habits and transportation needs. Because the last large-scale travel survey was conducted in the early 1990s, Travel Tracker results are eagerly anticipated by many of the region's planning and transportation agencies, as well as university researchers seeking solutions to pressing transportation problems. The Travel Tracker Survey complements several recent and upcoming surveys being conducted by CTA, Metra and Pace, with the results being combined to better analyze transit usage region-wide.

The new CMAP survey is randomly enlisting over 13,000 households in the greater Chicago area to participate in a telephone or Web-based interview. Throughout 2007, CMAP will contact randomly selected residents by mail and telephone. An adult in the household will be asked to volunteer themselves and other household members to record their travel habits for a one- or two-day period. Household demographic information will also be gathered that allows the survey to be compared to Census results for the region's entire population.

Some households will also be recruited to carry a Global Positioning Satellite (GPS) device. That will help CMAP planners understand how travelers react to different transportation system conditions such as congestion or inclement weather. Other households will be interviewed regarding their views on potential new transportation offerings or community design attributes.

The Travel Tracker Survey is voluntary and the results are completely confidential. The final results will be released only in summary form and will not contain any information

that can be used to identify participating households. CMAP uses survey results to predict how future travelers will use the transportation system under different scenarios and how they will react to specific transportation improvements.

See <http://www.chicagoareaplanning.org/travelsurvey/> for more information, along with a press release at [http://www.chicagoareaplanning.org/news/release\\_1-18-07.asp](http://www.chicagoareaplanning.org/news/release_1-18-07.asp).

## Communications

The agency made a concerted effort in FY07 to build awareness of the organization. Below are selected communication highlights from FY07.

**Branding.** One of the most important communication functions in FY07 was to coordinate branding of the new organization, including its name change and logo. After considerable deliberation, "Chicago Metropolitan Agency for Planning" emerged as the best replacement for the generic "Regional Planning Board" designation. The Board approved its new name in July 2006, also approving a blue logo that has since become identifiable as an important part of the agency's identity. The first set of CMAP Communication Guidelines were distributed to staff, advising them as to use of the name, logo, and other aspects of communicating on behalf of the agency.

**Website.** The "first-generation" CMAP website came on-line early in FY07. That transitional web site will be completely replaced in early FY08 by a new, redesigned site that will be rich in content and features, including interactive calendars, blog and survey capabilities, and RSS feeds to help CMAP partners and the public stay abreast of agency activities.

**News Products.** In FY07, CMAP issued numerous press releases, articles, and letters to the editor. News products included releases on the first CAC members, Census regional data, Travel Tracker survey, the MacArthur grant for Full Circle, and the RWSPG; a guest column in Illinois Issues magazine; an article in Chicagoland Office & Commercial Real Estate Magazine; various letters to the editor on the need for a new capital program. See <http://www.chicagoareaplanning.org/news/> for related links. The first CMAP newsletter was distributed to over 6,000 stakeholders in October 2006, calling attention to the newly published Strategic Report.

**Presentations and Briefings.** CMAP executive director Randy Blankenhorn delivered public talks and testimony across the region, to a wide variety of audiences. These included Enterpriz Cook County, the Transportation for Illinois Coalition, the Illinois Municipal League, the Urban Land Institute, the Home Builders Association of Greater Chicago, the American Planning Association, Mid-America Economic Development Council, International Conference on Ecology & Transportation, the Transportation Research Board, and the National Surface Transportation Policy and Revenue Study Commission. Many of these talks are archived on the CMAP web at <http://tinyurl.com/yo5pp6>.

Often accompanied by one or more CMAP Board members, Randy visited newspaper editorial boards across the region to make them aware of the new agency and its priorities. To date, these briefings have included Aurora Beacon News, Northwest Herald, Chicago Sun-Times, Chicago Tribune, Daily Herald, Daily Southtown, Joliet Herald News, Kane County Chronicle, Naperville Sun, and Pioneer Press. Briefings are pending with Chicago Defender, Crain's Chicago Business, Hoy, and La Raza. Randy also taped an interview with Comcast Newsmakers (<http://www.cn100.tv>), which airs on the CNN Headline News channel for Comcast Cable subscribers across the region.

CMAP helped organize a news conference hosted by the Transportation for Illinois Coalition (TFIC) on Tuesday, March 20, 2007, at the Thompson Center in Chicago. Board chairman Gerald Bennett was a featured speaker at the event (<http://www.chicagoareaplanning.org/news/tfic/>), which called attention to the region's desperate need for funding of roads and transit infrastructure. Other speakers included Batavia mayor Jeff Schielke (chair of the Council of Mayors), DuPage County board chairman Robert Schillerstrom, and Lake County board chairwoman Suzi Schmidt. Later, on May 2, 2007, Mayor Bennett and the chairmen of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties jointly signed a letter to Governor Blagojevich ([http://chicagoareaplanning.org/news/Letter\\_to\\_Governor\\_5-2-07.pdf](http://chicagoareaplanning.org/news/Letter_to_Governor_5-2-07.pdf)) calling for a new program of capital investment in Illinois roads, transit, and other badly needed infrastructure.

**Regional Snapshot Report.** Issued in February 2007, CMAP's first Regional Snapshot is meant to depict where the region stands in measurable terms, regarding fundamental issues that will shape our communities in years to come. Numerous partners across the region have done much good work to quantify the status and needs of metropolitan Chicago; CMAP's role is to coordinate and enhance activities across those areas while promoting regional priorities.

The first Regional Snapshot was not intended as an all-encompassing overview of northeastern Illinois. It is instead a short encapsulation of selected data points and trends that shed light on issues that have been identified as priorities in the region. For example, the following facts give a sense of some of the region's most pressing challenges:

- 253 million hours a year spent by residents in traffic delays
- 151 million gallons of fuel used each year in traffic jams
- \$4 billion wasted annually on fuel and productivity due to congestion
- 80 percent increase in freight rail traffic projected in two decades
- 35 percent boost in owner-occupied housing prices from 2000 to 2004
- 5 percent growth in household incomes from 2000 to 2004
- 2 million more people expected in the next 25 years
- 65 and older population expected to double by 2030
- 23 townships may suffer water deficits by 2020

The original snapshot report is available on the web (<http://www.chicagoareaplanning.org/snapshot/>), along with details of its data methodology. The illuminated display cases in the CMAP lobby were also updated with content drawn from the first snapshot.

Due to the first report's success, CMAP is now working on a series of Regional Snapshots that will dig deeper into specific subjects such as jobs/housing balance, sustainability, in-fill and redevelopment, and demographic shifts. These snapshots will be developed by the planning group in consultation with CMAP working committee as central inputs to the CMAP Regional Comprehensive Plan that will be published in 2010.

## Information Technology

One of the most challenging aspects of the transition to a merged agency has been the integration of the former NIPC and CATS computing environments into one new consolidated network. The CMAP Information Technology group issued a new email address to every staff member, while forwarding mail from as many as five different former email addresses.

CMAP's IT mission is to provide an information technology environment that delivers a seamless computing atmosphere for all staff. CMAP IT has a vision to become a leader in developing new partnerships with other local agencies in data sharing and exchange. The group will use technology to deliver information, enhance regional planning, support local endeavors, foster collaboration, empower staff, and advance the reputation of our agency.

The IT group's responsibilities are to provide quality service to the CMAP organization, maintain a strong and secure infrastructure, respond to the priority needs of the staff and board and provide effective and efficient cost control, and collaborate with local partners. The following are some of the group's accomplishments in the past fiscal year.

- Successfully migrated NIPC and CATS computers to CMAP active directory.
- Successfully transitioned to unified mobile handheld communication devices.
- Continued new computer installations and upgrades.
- Performed network infrastructure upgrades to LAN.
- Implemented Symantec Enterprise AntiVirus.
- Upgraded to ArcGIS 9.2.
- Created asset management and inventory reporting database.

## Other FY07 Work Plan Accomplishments

The paragraphs below summarize some of the other FY07 highlights.

**Public Participation Plan.** CMAP recognizes that public participation is a key component in effective planning. If northeastern Illinois is to realize its growth potential in the 21st Century, it is essential that the residents of the region have a significant voice in how the region's plans are formulated. The purpose of CMAP's Public Participation Plan is to increase public awareness and participation while widening the range of voices and views in the planning process. The plan explains how CMAP operates, establishes core values for public participation and outlines strategies for increasing public information and participation in the planning process. This plan seeks to develop a proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing regional plans and capital programs. See [http://www.chicagoareaplanning.org/citizens/documents-cac/public\\_participation\\_plan.pdf](http://www.chicagoareaplanning.org/citizens/documents-cac/public_participation_plan.pdf).

**Regional Map of Metropolitan Chicago.** CMAP has completed the region's first base map in over 20 years. The previous map created under NIPC in the 1980s was widely displayed across the region. This new base map includes all 283 municipalities in the CMAP region with the addition of Kendall County, and reflects current municipal boundaries as of 2005 and identifies new villages incorporated in 2006 and 2007. This map is available by contacting CMAP offices, and is available for download through [www.chicagoareaplanning.org](http://www.chicagoareaplanning.org).

**Regional Planning in Kendall County.** With the addition of Kendall County to the CMAP geographical coverage area, and given the new planning processes underway in developing a new Regional Comprehensive Plan for Northeastern Illinois, a special workshop was held in Oswego with Kendall County leaders to identify planning issues and concerns in this fast-growing part of the region. Using keypad polling technology and small group facilitation exercises, participants identified concerns and opportunities for Kendall County's future, and explored how those issues are shared by the larger region while yet having unique impacts on Kendall County's specific geographic context.

**Leadership Workshops.** CMAP is continuing its series of Leadership Workshops around the region to educate the region about CMAP, engage local leaders in implementing the 2040 Regional Framework Plan, and create new opportunities for involvement in future planning efforts. Stakeholders and staff from local government and community organizations have participated in the workshops in McHenry County, Kane County, Will County, South Cook County, North Central and Central Cook County and DuPage County to date. Workshops will continue to be held around the region during the summer and fall.

**2030 Regional Transportation Plan (RTP) Update.** The update of the policy context, objectives and strategies aspects of the 2030 Regional Transportation Plan (RTP),

fashioned to comply with the requirements of the current federal transportation authorizing legislation: SAFETEA-LU , the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was put out for public review in late March and April. Comments were reviewed and responded to through various CMAP committees and the updated 2030 RTP was approved by the CMAP Board and MPO Policy Committee in mid June.

**Urban Partnership proposal.** IDOT worked with CMAP and other members of the Chicago Metropolitan Urban Partnership to submit a regional proposal for funding from the U.S. Department of Transportation's National Strategy to Reduce Congestion on America's Transportation Network. Although not selected by USDOT for funding, the partnership proposed an innovative program of action to reduce congestion in the City of Chicago's central business district and in the I-90 and Southwest corridors. The Partnership proposes implementation of broad, advanced measures to enhance efficiency system-wide, including improved transit, congestion pricing policies; and travel-demand reduction measures. A key component of the Partnership's program is the deployment of new technologies to reduce congestion. The proposal's goals were to reduce travel times, reduce congested hours, increase travel-time reliability, increase person throughput, and reduce vehicle-miles traveled. CMAP convened discussions and workshops involving numerous participants to develop a proposal to meet these goals, and assisted IDOT by drafting the proposed Urban Partnership Agreement and related grant submittals.

Despite not having been funded by USDOT, participants are committed to exploring further the congestion-relief measures that were identified in the course of preparing the proposal. Participants in these discussions included IDOT; the Illinois State Toll Highway Authority; the Regional Transportation Authority; Pace; the Chicago Transit Authority; the City of Chicago; county governments, CMAP; the Council of Mayors; the Center for Neighborhood Technology; Chicago Metropolis 2020; the Metropolitan Planning Council; Chambers of Commerce; the University of Illinois at Chicago; and Northwestern University.

**CMAQ program proposal.** As FY07 ended, CMAP staff had nearly completed the FY 2008 Congestion Mitigation and Air Quality Improvement (CMAQ) program proposal. The proposed program consists of transit, bicycle/pedestrian and traffic flow improvement projects to reduce vehicle emissions and traffic congestion, as well as innovative projects designed to meet air quality and congestion goals. The CMAQ program includes a federal allocation of \$54, 846,471 for FY 2008, with out-year commitments of \$57,865,031 through 2012. A summary of the CMAQ program is at <http://www.chicagoareaplanning.org/cmaq/>.

**Sustainability and Transportation Seminar.** On June 1, 2007, CMAP co-hosted a seminar on influencing and understanding transportation infrastructure processes with the Chicago Wilderness Sustainability Team. It included informative presentations on regional transportation planning, project programming, and the project development/design process. Then a panel discussion on biodiversity and green infrastructure in project planning, design, and implementation resulted in several strategic

action ideas and a desire for continued dialog on how the environmental community can be more proactive and influential at appropriate stages of transportation infrastructure development. The speaker presentations are at <http://www.chicagoareaplanning.org/events/> under "Past Events."

**Graham Foundation Pedestrian Study.** CMAP has received a grant from the Graham Foundation to undertake a small study of pedestrian conditions in four communities in DuPage County. This project supports an ongoing study of local public transit service that is being conducted by the DuPage Mayors and Managers Conference. The CMAP study is nearing completion in late summer 2007.

**Facility Planning Areas.** Effective July 1, 2007, the Chicago Metropolitan Agency for Planning (CMAP) assumed NIPC's former responsibility for the Facilities Planning Area (FPA) process. Pending final approval of SB 1201 (see the "Legislation" section above), the CMAP Board will create a Wastewater Committee with the responsibility of recommending directly to the Illinois Environmental Protection Agency (IEPA) the appropriateness of proposed requests for modifications and amendments to the established boundaries of wastewater facility planning areas, requests for expansions of wastewater treatment facilities, and other amendments to the State of Illinois Water Quality Management Plan required under the federal Clean Water Act. At least initially, prior FPA review process and procedures will continue to be followed. See <http://www.chicagoareaplanning.org/wastewater/> for more information.

**Watershed Planning Guide.** In June 2007, CMAP published the report *Guidance for Developing Watershed Action Plans in Illinois* ([http://www.chicagoareaplanning.org/watershed/watershed\\_guide\\_FINAL.pdf](http://www.chicagoareaplanning.org/watershed/watershed_guide_FINAL.pdf)), which is useful to anyone interested in starting a locally-led watershed planning initiative or in strengthening an existing plan. CMAP offered two workshops about the guide for planning novices and experienced practitioners alike. The first was held Thursday, June 28, in the CMAP offices at Sears Tower. The second was on Thursday, July 12, 9:00 a.m. to 4:00 p.m. at the University of Illinois Extension in Springfield.

**Poplar Creek Watershed Planning.** Through a partnership with the Poplar Creek Watershed Coalition, CMAP published the Poplar Creek Watershed Action Plan ([http://www.chicagoareaplanning.org/watershed/poplar/Poplar\\_Creek\\_Wshed\\_Plan\\_July\\_07\\_lowres.pdf](http://www.chicagoareaplanning.org/watershed/poplar/Poplar_Creek_Wshed_Plan_July_07_lowres.pdf)). The watershed is situated primarily in northwestern Cook County, Illinois, with a small portion in northeastern Kane County. Poplar Creek has two designated uses -- aquatic life and primary contact recreation -- and the IEPA considers both to be in nonsupport, meaning Poplar Creek is "impaired" due to various pollutants. Funding came from Section 319 of the Clean Water Act and was distributed through the IEPA Bureau of Water.

**Watershed Plan Upgrades in Northeastern Illinois.** In addition to the Indian Creek Watershed Plan that was approved earlier this year, six additional watershed plans will soon be reviewed by CMAP environmental planning staff and IEPA. All six plans should be completed by Fall 2007. Like the Poplar Creek Watershed Plan, these six

plans will achieve USEPA/IEPA compliance as they address numerous and sundry causes and sources of water quality impairment throughout the region. Northeastern Illinois, through NIPC/CMAP staff has taken the lead in developing these new plans that are critical for protecting quality-of-life, public health, and drinking water. Funding came from Section 319 of the Clean Water Act and distributed through the IEPA, Bureau of Water.

**Kishwaukee River Basin Planning.** Watershed planning is underway with Kishwaukee River Ecosystem Partnership members in Lawrence Creek (The Land Conservancy of McHenry County), Upper Kishwaukee River / Franklinville Creek (Openlands Project), and Beaver Creek in Boone County (Boone County Soil and Water Conservation District). While expected to address the nine components of a watershed-based plan that are required with funding through Section 319 and IEPA, these three watershed planning processes are also the first to utilize the Basinwide Management Advisory Group (B-MAG) framework for planning that was recommended to IEPA in 2004. Related to the B-MAG framework, these three plans will be the first to be considered for incorporation into areawide water quality management plans (AWQMP). CMAP is the responsible party for the AWQMP for McHenry County. Given this added significance, CMAP environmental staff has invited the CMAP Environment and Natural Resources Committee to follow the project and provide input as planning progresses.

**Upper Des Plaines River / Tributaries Multif easibility Study.** CMAP hosts and facilitates the Advisory Council meetings for a project that is designed to reduce flood damage in the Upper Des Plaines River Basin and provide ecosystem restoration. This multi-year, multi-million dollar regional planning and construction project requires CMAP to provide a crucial communication link to state representatives and senators and federal elected officials, without which both funding and progress will likely languish. The Army Corps of Engineers is the federal lead and the IL Dept. of Natural Resources, Office of Water is the state lead. Local cosponsors include: Lake County Stormwater Management Commission (LCSMC), Cook County Highway Department, and Metropolitan Water Reclamation District of Greater Chicago. Staff activity has been funded by the LCSMC during the past year.

**Volunteer Lake Monitoring Program.** CMAP continued to coordinate Illinois EPA's Volunteer Lake Monitoring Program (VLMP) for the six-county northeastern Illinois region, a former NIPC function. Among other activities, staff provided technical assistance to volunteer monitors via site visits, telephone, e-mail, and printed materials; and conducted training for the 2007 monitoring season.

**Full Circle.** The Full Circle team continues to work with suburban municipalities as well as non-profit organizations. Highlights from the past year include the completion of phase 1 mapping in Blue Island, Harvey and Oak Forest. In addition, the team has begun working with Uptown United, an economic development organization in Chicago, and the Logan Square Chamber of Commerce. In May, the Full Circle project was singled out by CEOs for Cities as an innovative urban planning tool. CMAP jointly hosted a

CEOs for Cities event in which British theorist Charlie Leadbeater met with a group of partners to discuss how urban areas can benefit from projects like Full Circle.

**IDEA Data Exchange.** The Illinois Data Exchange affiliates hosted a presentation by Washington DC's CapStat data integration team. Washington D.C. created CapStat to provide real-time access to the District's operational data. CapStat was designed for data-sharing among departments, but has been extended so that other local agencies and D.C. residents can also access many District data sets. For more info on CapStat see [http://www.chidataexchange.net/capstat\\_factsheet.htm](http://www.chidataexchange.net/capstat_factsheet.htm). For more information on the IDEA consortium, see <http://www.chidataexchange.net>.

## **FY08 Work Plan Development**

To a great extent, the CMAP Board and its executive leadership inherited the two merged agencies' FY07 budgets and work plans. The combined staff performed admirably throughout the fiscal year, in a few cases ignoring distractions created by the merger and in many other cases taking advantage of progress enabled by the on-going transition to a unified organization. FY07 saw many successes, some but not all of which are described in this report: The economic development summit, the Innovation and Integration Summit, the Regional Snapshot, the Regional Transportation Plan update, and other milestones.

As the start of FY08 approached, CMAP instituted sweeping changes to the way projects are managed internally. Each employee was required to attend a full-day project management seminar. New policies are establishing consistent, efficient procedures for project managers and teams to effectively plan, execute, and monitor their respective projects. As CMAP transitions to a "matrix" organizational structure, project managers are expected to assume a greater level of authority and accountability over agency work, while simultaneously operating and communicating within their functional departments.

Using a standardized template, Project Managers will develop a project plan including scope, work breakdown structure, list of deliverables and associated dates, timeline, and means of team communication for each project. These plans will be reviewed by the appropriate Deputy Executive Director(s) and their responsible Project Administrators. CMAP staff is in the process of evaluating options for project management software that Project Managers will be required to use for planning and executing their projects. Also, each CMAP staff member will submit a short monthly progress report to help monitor project progress.

CMAP also instituted new Grants and Contracts Procedures to govern how staff may apply for and administer grants from external funding sources. This is another important step to ensure that staff effort is directed solely toward projects that meet the agency's overall strategic mission. Project Managers are expected to abide by these CMAP procedures for the initiation, negotiation, and acceptance of grants and contracts.

Likewise, Project Managers must abide by a new CMAP Purchasing Policy for purchasing supplies, services, and equipment.

The following list shows the FY08 Work Plan's broad outlines. See <http://www.chicagoareaplanning.org/workplan/> for the preliminary CMAP FY08 Work Plan and associated policies.

### **Policy Development**

### **CMAP & MPO Committee Support**

### **Coordinated Outreach**

### **Plan and Scenario Development**

- Regional Comprehensive Plan Development
- Vision Development
- Regional Snapshot Reports
- Strategy Analysis
- Scenario Development

### **Community and Technical Assistance**

### **Data Collection**

- Data Collection Technology Demonstration
- Land Use Inventory
- Development Database
- County and Municipal Socioeconomic Projections
- Household Travel and Activity Inventory
- Transportation System Inventory

### **Data Exchange and Dissemination**

- Data Exchange Technology Demonstration
- Housing and Employment Data Exchange
- Transportation System Data Exchange
- Data Dissemination Technology Demonstration
- Census Data Dissemination
- Internet Mapping Service
- External Data Requests

### **Data Analysis and Evaluation**

- Regional Growth Forecasting
- Regional impact assessment demonstration—Developments of Regional Importance (DRI)
- Freight Analysis
- Economic Development Analysis

### **Urban System Modeling**

Land Use Model Development  
Advanced Travel Model Development  
Regional Travel Demand Model Maintenance

### **Information Technology Management**

Web Server Management  
Internal Server Management  
Internal Data Library Management  
Application software management  
Office Systems Management

### **Transportation Improvement Program**

TIP Development and Amendments  
TIP Changes / Database Management  
Programming Local Projects  
Financial Analysis  
CMAQ Program Development  
Conformity

### **Strategic Transportation Initiatives**

Intelligent Transportation Systems (ITS)  
Congestion Management Process  
Highway and Transit Assistance  
Bicycle and Pedestrian Plan Implementation

### **Watershed and Environment Plans**

Water Supply Study  
Volunteer Lake Monitoring Program (VLMP)  
Watershed Plan Upgrades  
Kishwaukee River Basin Planning  
Fox River Watershed Nonpoint Source Pollution Control Projects  
Maple Lake Phase 2 Clean Lakes Program  
Lake Biodiversity Protection Plan

### **Environmental Initiatives**

Facilities Planning Area (FPA) Process  
Green Infrastructure  
Regional Climate Change Strategy and Outreach

## **FY08 Budget Development**

Fiscal Year 2008 will be the first that CMAP operates entirely on its own budget, rather than the combined budgets of NIPC and CATS. It has been developed with grants awarded to CMAP to support fifteen core projects. More than half of the money will

come in the form of a grant from the Illinois Department of Transportation and the Federal Highway Administration. The proposed budget also assumes the enactment of SB 1201, which provides funding for the comprehensive planning with \$3.5 million allocated to CMAP in FY08. The comprehensive planning allocation is designated as the matching funds for the UWP, along with funding for other planning activities.

The budget report addresses 14 core project areas: Policy Development, Plan and Scenario Development, Urban System Modeling, Transportation Improvement Program, Strategic Transportation Initiatives, Environmental Initiatives, Watershed and Environment Plans, Water Supply Study, Data Collection, Data Analysis and Evaluation, Data Exchange and Dissemination, Information Technology Management, Coordinated Outreach, Technical Assistance, CMAP and MPO Committee Support, and Overhead Support.

The following table summarizes projected FY08 revenue and expenditures. For more budget detail, see [http://www.chicagoareaplanning.org/docs/Files/Budget\\_Board\\_06-05-07.pdf](http://www.chicagoareaplanning.org/docs/Files/Budget_Board_06-05-07.pdf).

## Summary of FY08 Budget, Approved June 13, 2007

	<b>CMAP FY 08</b>
	<b>Proposed</b>
<b>Revenues</b>	
Federal	0
IDOT/FHWA	9,668,800
IEPA	332,000
ICF/US Forest Service	41,000
IDNR	465,000
IDCEO	0
Other Public Agencies	89,000
Foundations and Non-Public Agencies	147,000
State Allocation	3,500,000
Local Unrestricted	0
Product Sales, Fees & Interest	291,000
<b>Total Revenues</b>	<b>14,533,800</b>
<b>Expenditures</b>	
Personnel	8,257,673
Operating Expenses	2,029,928
Commodities	1,616,199
Local projects	0
Capital Expenses	0
Contractors	2,630,000
<b>Total Expenditures</b>	<b>14,533,800</b>
<b>Non-Operations Revenue</b>	
In-Kind Services	865,300
Pass Through Grants	2,759,800
Depreciation	

### **Conclusion: Moving Forward**

The Chicago region faces many challenges as the 21<sup>st</sup> Century unfolds. The region is now at a crossroads, as continued growth is clearly ahead. Yet to be determined is whether that growth will constitute *progress* rather than an erosion of residents' quality of

life. Together, through collaborative planning, decision makers must shape these trends regionally instead of passively letting them shape our individual communities. That is precisely why CMAP has been created, to bring about fundamental changes to the way our region and its communities plan together.

FY07 brought remarkable progress toward those goals, even as the CMAP Board and staff tackled pressing transitional issues that could easily have distracted all parties from their long-term objectives. The foundation is now in place for success in the integration of planning for land use and transportation. A process is being defined for evaluating Developments of Regional Importance. And the coming fiscal year will find CMAP and its partners articulating a far-reaching vision for the region's future prosperity, which will be central to the 2040 Regional Comprehensive Plan.

FY08 will end just as the centennial of Burnham's 1909 Plan of Chicago is set to begin, which will raise the ante even more. Our agency, its Board, and partners must be prepared to meet that challenge by defining bold policy positions -- in Land Use, Transportation, Economic and Community Development, Environment and Natural Resources, Housing, and Human Services -- which will provide the type of planning leadership that metropolitan Chicago needs and deserves to protect its prosperity for coming generations.

# FY07 Committee Members

## **Citizens' Advisory Committee**

Alba Alexander  
William Balling  
Bill Baltutis  
Sillerine Bennett  
Geno Bilotto  
Steve Braxton  
William Browne  
Susan Burtnette  
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Michael Fortner, West Chicago (DuPage)  
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Arlene Mulder, Arlington Heights  
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John Piazza, Lemont (Southwest)  
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Thomas Sanders, Spring Grove  
(McHenry)  
Jeffery Schielke, Batavia (Kane)  
Jeffrey Sherwin, Northlake (North  
Central)  
TBD (Southwest)  
TBD (Lake)  
George Van Dusen, Skokie (North Shore)  
Harold Wiaduck, Jr., Riverside (Central)

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Gideon Blustein  
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Marilyn Michelini  
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Steve Schlickman  
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## **Transportation Committee**

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Christopher DiPalma, PE

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Neil D. Ferrari

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The Chicago Metropolitan Agency for Planning (CMAP) was created recently to integrate planning for land use and transportation in the seven counties of northeastern Illinois. For more information, visit <http://www.chicagoareaplanning.org>.